

Hongkong Daily Press

ESTABLISHED 1857.

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HONGKONG, FRIDAY, JULY 13TH, 1900.

五拜禮

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New Advertisements will be found on page 4.

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IN THE PRIMEST CONDITION.

WATSON'S GINGER ALE.

MADE FROM THE RECIPE OF A FIRM OF WORLD-WIDE REPUTATION IN THE TRADE.

A. S. WATSON & CO., LIMITED.

AERATED WATER MANUFACTURERS.

ESTABLISHED 1841.

[1633]

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SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO's SELECTION. Sole Agents for it LANE, CRAWFORD & CO. Hongkong.

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PRICE \$10.75 PER DOZEN.

NET

Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to SIEMSEN, & CO. Hongkong. [42]

VICTORIA CYCLE E M P O R I U M.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLY" CYCLES, and we also supply fitting of every description. Bicycles can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

MCKINDY & CO.
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Hongkong, 3rd November, 1899. [2461]

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8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
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Extra Night cars at 11.30 and 11.45 p.m.
SUNDAY.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes.
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Night cars at 8.45 p.m. and 9 p.m. and from
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SPECIAL CARS by arrangement at the Company's Office, 38 & 40 Queen's Road Central. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st May 1899. [1033]

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FOR SALE, as a going concern, the "AMOY HOTEL" well furnished throughout. Apply by Letter to—

HOTEL

Care of Hongkong Daily Press Office, Hongkong, 20th June, 1900. [1799]

R. J. REMEDIES:
FOREIGN AND COLONIAL STAMP DEALER.

No. 37, ELGIN STREET, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

I am also prepared to purchase used POSTAGE STAMPS in large or small Quantities for Cash. RENTS WANTED.

15 to 25 per cent Discount Allowed. [1636]

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NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN and FRENCH NAVY in HONGKONG, RUSSIAN NAVY, CHINESE EASTERN RAILWAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. 1215

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COTTAM & CO.,
HONGKONG HOTEL,
FOR OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in SILK or INDIA GAUZE),
AND WHITE CANVAS BOOTS and SHOES, &c., &c. 32a

FRESH CANADIAN BUTTER IN PRIME CONDITION.

WE NOW RECEIVE SUPPLIES DIRECT FROM THE CANADIAN DEPARTMENT OF AGRICULTURE.

PRICES:

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CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPIERS TO CHINA FOR 75 YEARS.

Their Brandy are favourably known all over the World.

The following are some of their Stocks with the undersigned.—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS PORT.

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICES.

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SUMMER DRINKS.

WATKINS' FRUIT SYRUP

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND REFRESHING BEVERAGE.

RASPBERRY. BLACKBERRY. STRAWBERRY.
LEMON. PEACH. LEMON SQUASH.
PINEAPPLE. ORANGE. CHERRY, &c., &c.

MANUFACTURED ONLY BY

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS,

68, QUEEN'S ROAD CENTRAL, HONGKONG.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS.

FROM "LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,

Entrance: ICE HOUSE STREET (Victoria Hotel)

THE VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SAE SAPARILLA.

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LEMON SQUASH.

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Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7.

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GOLD MEDAL PARIS 1878-1890.

of Highest Quality

and having Greatest Durability are therefore CHEAPEST.

The Only Award

Chicago, 1893.

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Barrel Pens, 225, 226, 261, 262.

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404, 7,000.

In Fine, Medium, and Broad Points

THE NEW TURNED-UP POINT, 1032, 283.

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HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

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[144]

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MEDOC	\$24.50	\$50.00*	\$8.00
St. JULIEN	6.50	7.50	10.50
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CHAMPAGNE "MONOPOLE."

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AMERICAN MARBLE
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A. S. WATSON & CO.,
LIMITED,
WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

Per Case
1 doz.

A—THORNE'S BLEND, White Capsule..... \$10.80

B—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark..... 10.80

C—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark..... 12.00

D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule..... 14.40

E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule..... 15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED
WINE AND SPIRIT MERCHANTS
Established A.D. 1841.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address PRESS—A.B.C. Code.
P.O. Box 33, Telephone No. 12.

The Daily Press.

HONGKONG, July 13th, 1900

A CLOUD of melancholy uncertainty rests at present upon everything connected with Peking, which, as we have already said, is as remarkable as it is unsatisfactory; but there is one fact of any note that stands out in bold relief. This is the absolute certainty that whatever now passes as the Imperial Government has thrown in its lot with the anti-foreign movement which has been productive of so much slaughter during the past few weeks. At the commencement of the so-called Boxer movement—the development of the *I Ho Chuan*—the Imperial Government looked on with perhaps ill-concealed approval, and when constrained, out of regard for their own reputation as the guardians of the people, to take some steps to restrain these fanatics from open violence, issued Decrees in which they feebly deprecated their acts and exhorted them to disperse peacefully. When, however, the *I Ho Chuan* and their official sympathisers at length openly threw off the mask, the Imperial Government, guided, it is believed, by Prince Tuan, also revealed themselves in their true colours. A Decree issued on the 25th ultimo, the Government, or what remains of it, for the Emperor and the Empress-Dowager are both reported to be dead, thus strips off the last rag of concealment and throws down the gage to the civilised world. "We are now at war with foreigners and we have fought great battles against them." The *I Ho Chuan* patriots and people combined with the Government troops have repeatedly been victorious in their battles with our foreign enemies, and we have already sent Imperial Commissioners to transmit to

these patriots and Government troops the Imperial commendation and exhortation to repeat their successes on the field." It matters little that hitherto these so-called successes like all the Chinese victories during the war with Japan, have been either defeats or actions wherein they have lost very heavily; the veracious Chinese chronicler has no language in which to describe a disaster to Chinese arms. The Decree which is ascribed to Prince Tuan frankly acknowledges that the Government is at war with the Treaty Powers. What has followed these operations, and whether the gallant band of foreigners in the capital are still withstandng behind the slender protection of the Legation walls, the pressure of the arms of the Imperial troops and the hordes of undisciplined *I Ho Chuan*, still remains to be ascertained. But of this we are at least certain, that the Prince and his party—and they are the dominant if not the sole power in Peking—are committed to a struggle with all the Treaty Powers, who are hurrying out troops and ships to avenge the insults and injuries which have been wantonly inflicted upon the fellow countrymen of the eight Powers engaged. All the Powers have sustained losses, both in lives and property, and each must feel a profound conviction that it can never again trust the good faith of the Manchu Government. It is still much too early to forecast the result of the appeal to arms, to which the Peking Government has so rashly and hastily resorted, but we may at least feel the conviction that at the termination of the struggle there will be a settlement of a more final character than followed previous wars with China.

In the present conflict there has been one broad feature which differentiates it, so far, at all events, from all previous wars with the Outer Nations. Formerly the rulers of the Central Kingdom were able to impose their will upon and exact obedience from all the great provincial satraps. Feeble as the Imperial Government of China seemed, it had a very long hand, and could easily reach a recalcitrant Viceroy. At the present juncture, however, the Imperial Government can apparently command the allegiance of comparatively few of the Viceroys. Those administering the provinces south of the Yellow River and even the Governor of Shantung have refused to recognise the so-called Imperial Decrees emanating from Peking after the 20th ult. They recognise the utter madness and folly of the action of Peking in arraying itself against the might of the civilised world, and have no desire to share in the disasters which must overtake the Manchus. If the southern Viceroys stand fast to this wise decision and maintain order in their provinces the area of the war will be comparatively limited and its duration very brief. But their very abstention from the quarrel must make more certain the downfall of the Manchu power and the removal of the centre of authority in China from Peking. Such a result could hardly fail to be productive of ultimate good. Peking itself has no legitimate right to exist as a capital. It is built on a sandy desert far from the great industries, dependent on outside sources for food-supplies and means of defence, and supports a large population of drones. It and the so-called Government has for the past century existed only by reason of the traditional respect for a sovereign who has been endowed with semi-supernatural dignities and powers, carefully hidden from the common eye by being imanned in the walls of the Prohibited City. The veil which has hitherto protected the Son of Heaven from the vulgar gaze has been—or will be ruthlessly torn down, and it is safe to prophecy, that the end of the Ta-tsing dynasty is close at hand, unless indeed His Majesty KWANG SU still survives as a captive, when it might be possible to re-constitute the Empire at Nanking with a different environment for the monarch. These speculations may, however, be entirely capsized by news of the confirmation of the disaster recently rumoured to have occurred at Peking. It is somehow difficult to believe that none of the Viceroys have received any reliable intelligence from the capital, or that they could not, were they so minded, put us out of suspense with regard to the fate of the Legations. The very isolation of our Representatives and the uncertainty as to their fate is tending to unite the Powers in their determination to make an end of Peking.

The Volunteer parade ordered for last night at Happy Valley was cancelled.

During the 24 hours ending at noon yesterday there were reported eight fresh cases of plague and ten deaths.

A Chinaman has reported to the police that while walking towards Kowloon City he was set upon by three men armed with revolvers and words and relieved of his clothing and money. The men got away.

A couple of chair coolies were yesterday fined \$1 each for demanding more than their legal fare from the manager of a money-changer's shop. Fifteen cents was offered to them, but seeing that it was raining at the time they demanded 20. Instead of getting the 20 cents they were given into custody.

We

understand that Major Morris, who was wounded at the relief of Tientsin, has been invalided home.

A woman connected with a passenger boat was yesterday fined \$25 for having 10 kgs of gunpowder on board.

The Telegraph Company informed us yesterday that telegraphic communication with Chefoo has been totally interrupted since Wednesday night.

Mr. H. B. Miller, United States Consul at Chung-kiang, was a passenger by the transport *Logan* when she left Nagasaki on her way to Tokio.

A Nagasaki local paper states that "Mr. Chang, the Chinese Consul at Nagasaki, sent his family to Hongkong by the *Gadic* for some reason or other."

The *Foochow Daily Echo* of the 7th inst. says—"All remains perfectly quiet here. If at any time during the past three weeks there was any apprehension of trouble it has now passed away."

It is stated, says the *Nagasaki Press*, that the Government has given orders for the coining of a quantity of silver dollars, in view of the demand for them that is caused by events in China. The receipt of the Chinese indemnity enabled Japan to place her currency on a gold basis, and in Chinese complications she seems likely to find means of getting rid of her remaining stores of the white metal.

What may be called the "opium and suicide" story has astonishing vitality. The *Ostasiatische Lloyd* gives a circumstantial variation of it, stating that two Manchu ladies who escaped from Peking on the 24th ult. report that it was well known in Peking that the Emperor had been compelled to commit suicide by taking opium, and that the Empress Dowager was also told she must die. She took opium, but recovered and became insane.

rumour continues to assert most positively that the Korean Government has declared the Massam agreement null and void, Russia having failed to comply with the terms of the sale as to payments. The price fixed for the land was to be 39,600 yen, with a yearly rental of 1,950 yen, and it was understood that the land was to be used as a site for a coal depot and a naval hospital.

Of course we cannot for a moment suppose that Russia will allow the bargain to lapse owing to any question of money, but undoubtedly the conduct attributed to her must be classed as "smart."—Japan Mail.

A sailor named Waterhouse appeared before Mr. Hazell yesterday on a charge of being drunk and incapable and was fined \$2. It appears that early in the morning he was found in a side-street off Praya West speechlessly drunk. He had no boots on, and it subsequently transpired that they had been stolen by a Chinaman. A district watchman saw a Chinaman with a bundle at about one o'clock in the morning, and when asked where he had got the bundle from he let it drop and a pair of boots rolled out. The watchman gave chase, caught him, and took him to the Police Station, where the boots were identified as those of the sailor. The latter could not remember how he had lost them. The Chinaman was sentenced to two months' hard labour.

A somewhat extraordinary scene was witnessed in Kowloon City on Wednesday. An Indian with his clothing torn to shreds and bearing other evidences of bad usage was seen with a carbine in his hand driving before him five Chinamen, to whom he was jabbering excitedly. On arriving at the Police Station he told his story. It seems that he has charge of a sheep farm near Salkung owned by Mr. Rennie, of Hongkong. He has not got along well with his Chinese neighbours, and on Wednesday nine of them set upon him, tearing his coat and maltreating him generally. Managing to escape from their clutches he seized his gun, and before they could all get away he covered five of them with his carbine, threatening to shoot them if they did not accompany him to the Police Station. Yesterday Mr. Rennie and Sergeants Garrod and Murison went over to the New Territory to enquire into the affair. They learned that the Indian was not altogether free from blame and it is hardly likely that he will prosecute, though it is probable that the Chinamen will be proceeded against for disorderly behaviour.

The *Ostasiatische Lloyd* states that Captain Lanz, of the *Itlis*, has received from Commander Slade, of the *Algerine*, a letter of sympathy, in which the latter mentions that Captain Lanz was the life and soul of the bombardment and the capture of the Taku forts. Captain Lanz is mending from his wounds, but does not know whether or when he will be completely healed. He received a shell splinter above his right ankle, injuring the bone, and 25 to 30 small wounds from shell splinters in his right leg, breast and face and right hand. The whole of the left side of his face is torn. He describes the fighting as having been very severe but highly interesting. The *Itlis*, which looks bigger than it really is, and the Russian gunboat *Golyack*, had to stand the main attack for five hours. He was wounded during the fifth hour. His officers and men behaved splendidly and it was a pleasure to work with them; they were as cool as at drill. The *Itlis* who go to Shanghai for repairs and he was to go to transport to Yokohama to the naval hospital. The *Itlis* was hit by fifteen full directed shells. By chance the *Itlis* was mainly fighting with the *Algerine*, the British fighting very bravely.

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Dr. F. C. Bischoff, the German Consul at Hongkong, now acting in Manila, has been decorated with the order of the Red Eagle, 4th class.

The *Ostasiatische Lloyd* mentions that the Chinese military students sent to Japan have been recalled. The foreign ministers met daily in the Belgian Legation in Tokio to discuss the situation.

According to naval medical statistics the order of healthiness in the various British naval squadrons is—Home Station, Mediterranean, West Indies, Pacific, Africa, South East Coast of America, Australia, China, and East Indies.

A steamer which arrived at Shanghai on the 5th inst. from River ports reported sighting H.M.S. *Pique* on the 3rd instant of Christmas Island. At 6 a.m. on the 5th a Japanese cruiser was passed off Plover Point; both vessels were bound up.

Major P. J. W. Prendergast, R.E., and Misses Barr and J. Batchelor, who arrived in Shanghai on the *Taisang* on the 3rd inst. left at once by the *Kingspan* for Weihaiwei. Major Prendergast replaces Colonel Dorward as Commissioner, and the two ladies are to superintend the nursing at the base hospital at Weihaiwei.

A private letter from Hangchow to Shanghai mentions, to show how little the trade of Chekiang province is affected by the troubles in the north, that the revenue of the Hangchow Customs for June was £6,000 larger than in the same month last year. The arrival of the new British Consul, Mr. King, added to the good sense of the better classes among the Chinese population, made all foreigners at Hangchow feel perfectly safe.

It is reported from Bangkok that on the 2nd inst. a prisoner escaped from H. B. M.'s Consular goal while under sentence of six months' imprisonment for robbery. Nine escapes were made from the Korat goal on the 27th ult. Two Siamese Buddhist pundits left Bangkok on the 3rd inst. for Hongkong, whence they will accompany to Japan the Japanese Buddhists who are conducting home some of the relics of Buddha which the King of Siam has presented to Japan.

A San Francisco contemporary gives a photo and an account of the career of the late Capt. R. R. Scoble, who was Commodore of the Pacific Mail fleet and port warden of the company. The deceased Captain is supposed to have left an estate worth over \$60,000 gold, most of which is in cash. Born in London about 70 years ago, Captain Scoble went to America before the mast when a boy. He took a humble place with the Pacific Mail on the Atlantic side at the inception of the company. In 1867 he went to the Pacific coast for the Pacific Mail. The steamer *Ancon*, as sidewheeler, was his first command on that coast. The vessel was afterwards sold to the Pacific Coast Steamship Company and wrecked on the Alaskan coast. He subsequently had command of vessels running to Australia in addition to Panama and the Orient, but trans-Pacific voyages to Yokohama and Hongkong were his delight, the *City of Peking* being his favourite command. About five years ago the Captain was enroute about two weeks in reaching San Francisco. The vessel was thought to have been lost with all on board. The public was greatly excited, and several vessels were sent out to find her if possible. Happily the Captain was found in charge of his disabled ship on the high seas, with all the passengers and crew safe and sound. The ship had broken down, and all the Captain could do was to try and use a meagre supply of sail and look out for a succouring steamer. Great was the relief of the public when the vessel arrived into port with all on board no worse for their experience. The Captain was never married, and his fortune has been willed to friends in San Francisco.

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REUTER'S SERVICE.

LONDON, 10th July.

THE WAR IN SOUTH AFRICA.

General Buller, after conferring with Lord Roberts, has left Pretoria.

The Boers under Commandant Lüttner are active around Rustenburg. Col. Mahon engaged three thousand of the enemy on the 6th and 7th inst. who were threatening the railway near Springs and drove them to the eastward of Bronkhorstspruit. The British casualties amounted to 33.

Mr. Stayn and Commandant Dewet with a considerable following have gone to Fouriesburg.

The release of the 800 Yeomanry and Derbyshire Militia is regarded as indicative of the shortness of Boer supplies.

The prisoners state that they have suffered intensely from cold and starvation and the Boers appropriated their uniforms, giving them rags clothes in their place.

Racial bitterness at the Cape is increasing.

THE CRISIS IN CHINA.

It is declared at St. Petersburg that Russia sets higher than the number of troops Japan may send to China on the condition that this constitutes a mandate for placing Japan in a privileged position.

Mr. Brodrick stated in the House that reinforcements of men and ships were on their way to China and that the Government was quite prepared to take any action necessitated by the situation.

AUSTRALIAN FEDERATION.

The Royal Assent has been given to Australian Federation.

The *Centaur* here with a Maxim; *Barfleur* under Commander Beattie; and *Aurora*'s, which

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 12th July, 10 p.m.

TELEGRAPHIC COMMUNICATION FAILS.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street. Auctioneer, Appraiser
and Commissioner Agent.HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
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Silks, Gauzes, Crepe-Shawls, Chinaware,
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DENTISTS

THE UNIVERSAL BOXE SOCIETY:

You are personally invited to meet on the
seventh day of the ninth moon.

Elevate the Manchus.

Kill the foreigners.

Unless this summons is obeyed, you will lose
your heads."From the time this placard was issued up to
the present, Shantung has been a scene of riot.Aimed originally at the Roman Catholics, the
movement gradually grew into opposition to
everything foreign, and the natives in both
Catholic and Protestant churches were the
 sufferers. Hundreds of native families were
rendered homeless, many were killed, and the
Boxers, unchecked, looted and burned and
robbed and killed until they were beyond control.A recital of the various attacks cannot be given
here—it would fill a volume. In December in
one district alone, the homes of two hundred
families had been looted and burned, all available
property confiscated and the sufferers forced
to flee without food or sufficient clothing, in
the midst of an unusually cold winter. Some
were captured and held for ransom, others were
taken to temples and forced to kneel before
heathen idols, but most of them were taken
in by missionaries and given such aid and protection
as was possible. In the meantime the
officials have been wholly unmindful of the
terrors surrounding them. Indeed, it is now
known that the former Governor of Shantung
had encouraged and aided the Boxers in their
organization, and this (apparently) with the
approval of the Central Government. What
was at first anti-Catholic, then anti-Christian,
now proves to go deeper—it is anti-foreign.The Peking Government spoke of the Boxers as
"patriots" and they were believed to be formed
as a sort of militia to prevent the encroachments
of the Germans in Shantung and to support the
government. Thus the pillaging and rioting,
went on unchecked, notwithstanding repeated
warnings and petitions both from the native
sufferers and the missionaries. Minister Conger
acted promptly upon all information as received,
but in spite of ready acquiescence and polite
letters from the Tsungli Yamen (Foreign
Bureau) nothing was really done to put down
the rebellion, now properly so-called, since it
had passed beyond official control. Finally Mr.
Brooks was captured by the Boxers, mutilated
and beheaded, and then the extreme gravity of
the situation was revealed. The Government
could no longer govern, nor afford protection,
nor stay the rebellion. Of this event Minister
Conger wrote: "This has finally aroused the
authorities here to the extreme gravity of the
situation, and a special Edict has been telegraphed
Gen. Yuan (Military Governor) to forthwith
arrest and punish the offender and also to punish
all delict officials, and he promises prompt and
energetic compliance." Despite this Edict
it was apparent that there were varied counter-
acting forces at work. There was evident pressure
on the wrong side from Peking, and this met
with ready response on the part of the Chinese.
In a telegram to our missionaries in
December, Mr. Conger says "Tsungli Yamen
has peremptorily ordered Governor despatch

THE BOXER MOVEMENT.

In the *Shanghai Mercury* appears an interesting
history of the rise and spread of the *I Ho
Chuan* or "Boxer" movement, which by the
courtesy of Dr. Hykes, of the American Bible
Society, our contemporary, is able to the re-
produce from the reports of the Society's
Tientsin agent. The writer says:In order to present the matter intelligently
it will be necessary for me to write a brief
summary of the uprising from its beginning.
While confined principally to Shantung Pro-
vince, it is affecting seriously all Christian work
in the North, and is rapidly assuming vast
proportions and spreading like a forest fire from
village to village. I have gathered all the in-
formation possible from various sources, both
native and foreign, but as it is important that
only facts should be presented, I will make only
such statements as are amply proven. Most of
the statements given below are those which have
been communicated officially to Minister Conger
by our American missionaries, and they do not
include the reports of innumerable outrages
of which we have not reliable information. The
I Ho Chuan ("righteous harmony fists") com-
monly known as the "Boxers," is a so-called secret
society which made its first appearance about one
year ago. It rapidly attracted multitudes of
men, both young and old, who formed into small
bands of gymnasts. Each band was conducted by
a "demonized" leader, who, by the selection
of an epileptic patient or by the aid of hypno-
sis, caused a "medium" to display wild and
unnatural symptoms or to utter wild and
strange speech, this serving as a basis for
the claim of this society to spiritual power.
Every follower was assured of immunity
from death or physical injury—their bodies
being spiritually protected from sword
cuts and bullets. By the first of last July the
Boxers had added vast numbers to their ranks,
and all were armed with broad-sabres and in
some cases with fire-arms. Gymnastic exercises
and drills were going on in hundreds of villages,
and the Boxers soon announced their intention
of rising against the Roman Catholics, there
having been a strong feeling of hostility toward
them for years, a feeling which was intensified
in 1898, when the Catholics purchased a temple
in the village of Li Lien Yuan and replaced it
by a church. At that time eighteen villages united
and attacked the chapel. The Boxers finally
became so powerful and so much in evidence
that the Governor of Shantung sent a force
to disperse them, which only excited them
to more open and bitter opposition toward
the Catholics, against whom they began to
strike up violent opposition. They represented
to ignorant multitudes that the sympathies
of Government were with them and adopted
to restrain from drilling and if this is refused,
dropping the matter entirely. It reports to
their superiors these officials deny the presence
of Boxers in their districts, a fact which renders
it impossible to ask for troops, since there is no
need for them! The methods adopted by the
local officials are illustrated by the act of the Fa-
Chin Magistrate, who on one occasion found a
large force assembled to plunder on the borders of
his district. He requested them to cross the river
into Chihli, and to facilitate this gave them an abundance
of bread-cakes, as he had done to another army of Boxers in his own city a month
before. The Boxers gladly crossed the river.
But when the Magistrate had departed to report
that he had met and dispersed the bandits,
they returned to resume their plundering in
his own county. The officials without exception are content to
parley with the rioters, asking them as a favour
to refrain from drilling and if this is refused,
dropping the matter entirely.The above named steamer having arrived
over the sufferer's pale and anxious face. The
cure is a poison in the blood arising from con-
tinued fermentation of food in the stomach. It
acts upon the nerves of the brain, lungs, and
heart as a hand might impede the pendulum of
a great clock."I began to think," adds our correspondent,
"that I never should get around again. My
wife wanted me to try Mother Seigel's Syrup.
I said I didn't think it was any use. She went
and got a bottle of Mother Seigel's Syrup, and
before I had taken it, I was able to go to my
work.""I have taken several bottles since. I am now
able to work as hard as ever. I would advise
any one that is suffering as I was to try Mother
Seigel's Curative Syrup, and it will not be in
vain." Yours truly (Signed) Matthew L. Brown,
East Mapleton, March 23rd, 1895."Our friend laboured under a profound attack
of indigestion or dyspepsia. The symptoms he
described were due to its effects upon the nervous
system, and through that upon other organs. It
follows that the medicine to avail him must be
one having power to expel existing impurities
from the blood, rouse to action the stomach and
liver, render nutrition possible by means of the
whole body.This is what Mother Seigel's Syrup did for
our correspondent, and does for all who appeal to
it under like circumstance. It winds up the clock
before the pendulum has ceased to swing. But
keep an eye to that bodily clock of yours, and
don't let it run so far down. In other words,
take a dose of Mother Seigel's Syrup.This is what Mother Seigel's Syrup did for
our correspondent, and does for all who appeal to
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July 11, BAYEIN, German str., 3,128, H. Bleeker, Yokohama 30th June, Mails and General.—MELCHERS & CO.	
July 12, TBYM, Norwegian str., 710, H. Dahl, Clefco 4th July, General.—EAST ASIATIC TRADING CO.	
July 12, TITOS, German str., 1,033, H. Schaffler, Cebu 7th July, Hemp—DODWELL & CO., LTD.	
July 12, CANTON, British steamer, 2,164, C. E. Lockstone, B.N.E., Kobe via Port 30th June, General—P. & O. S. N. CO.	
July 12, HAINAN, British str., 630, W. J. Davis, Swan 11th July, General—DOUGLAS LAPRAIK & CO.	
July 12, SHINAN MARU, Jap. str., 6,081, Parsons, Singapore 6th July, General—NIPPON YUSEN KAISHA.	
July 12, LIGHTNING, British str., 2,122, J. G. Spence, Calcutta 23rd June and Straits 6th July, General—D. SASSON, SONS & CO.	
July 12, PAKSHAN, British str., 1,235, J. Jenkins, Bangkok 5th July, Rice—BRADLEY & CO.	
July 12, BENGLATHA, British str., 1,320, Suezman, Canton 11th July, General—CHINESE CO.	
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12TH JULY.	
Kamakura Mori, Japanese str., for London.	
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Apronite, German str., for Hoihow.	
DEPARTURES.	
July 11, PALAMCOTA, British troopship, for Weihaiwei.	
July 11, TAIYU MARU, Jap. str., for Clefco.	
July 11, KIANGH, Chinese str., for Moji.	
July 11, KURDISTAN, British str., for Shanghai.	
July 11, ANPING, British str., for Canton.	
July 11, TAIPANG, British str., for Canton.	
July 12, HOLSATIA, German str., for Shanghai.	
July 12, LYEMOON, German str., for Canton.	
July 12, MENELAUS, British str., for London.	
July 12, DEVAWONGSE, British str., for Swatow.	
July 12, MONGKUT, German str., for Bangkok.	
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SHIPPING REPORT.	
The British steamer <i>Hainan</i> , from Swatow 12th July, had moderate to fresh S.W. wind and sea and fine weather. Vessels in Swatow— <i>Dagmar</i> , <i>Kweilin</i> , <i>Chilli</i> and <i>Kashing</i> .	
NOT RESPONSIBLE FOR DEBTS.	
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.— <i>GLENSEE</i> , British bark, Burns—Sander, Wieler & CO.	
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DOUGLAS STEAMSHIP COMPANY, LIMITED.	
FOR SWATOW, AMOY AND FOOCHOW.	
THE Company's Steamship	
"HAITAN."	
Captain Roach, will be despatched for the above ports TO-DAY, the 13th inst., at 11 A.M.	
For Freight or Passage, apply to	
DOUGLAS LAPRAIK & CO., General Managers.	
Hongkong, 12th July, 1900.	[1960]
CHINA NAVIGATION COMPANY, LIMITED.	
FOR YOKOHAMA AND KOBE.	
THE Company's Steamship	
"TIENTSIN."	
will be despatched as above TO-DAY, the 13th instant, at Noon.	
For Freight or Passage, apply to	
BUTTERFIELD & SWIRE, Agents.	
Hongkong, 10th July, 1900.	[1960]

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VALETTA	Brit. str.	—	F. N. Tillard	P. & O. S. N. CO.	On 21st inst., at Noon.
STENTOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE.	On 24th inst.
CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE.	On 7th Aug.
STUTTGART	Ger. str.	—	C. F. Lockstone, B.N.E.	MELCHERS & CO.	On 26th inst., at Noon.
CANTON	Brit. str.	—	P. & O. S. N. CO.	MESSAGERIES MARITIMES.	To-day, at 4 P.M.
SYDNEY	Jap. str.	—	Allegre	NIPPON YUSEN KAISHA.	On 16th inst., at 1 P.M.
HITACHI MARU	Ger. str.	—	G. Anderson	CARLOWITZ & CO.	On 27th inst., at Daylight.
WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On 16th inst.
SAVOIA	Ger. str.	—	Mueller	CARLOWITZ & CO.	On or about 26th Aug.
NURNBURG	Ger. str.	—	Pfaff	CARLOWITZ & CO.	On or about 4th Sept.
SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 15th Sept.
MARSDEN	Ans. str.	—	Mitzi	CARLOWITZ & CO.	On 17th inst.
TRISTE	Brit. str.	—	Petersen	SANDER, WIELER & CO.	On or about 15th inst.
AFGHANISTAN	Brit. str.	—	H. Pybus, B.N.E.	DODWELL & CO., LIMITED.	On 28th inst.
ALBENGA	Brit. str.	—	G. A. Lee, B.N.E.	CARLOWITZ & CO.	On or about 4th Aug.
BRECONSHIRE	Brit. str.	—	J. Kennedy	CARLOWITZ & CO.	On or about 11th Aug.
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CARLISLE CITY	Brit. str.	—		PACIFIC MAIL S. CO.	On 16th inst.
CHINGTU	Brit. str.	—		PACIFIC MAIL S. CO.	On 16th inst., at 4 P.M.
TAIWAN	Brit. str.	—		PACIFIC MAIL S. CO.	On 27th inst., at 4 P.M.
YAWATA MARU	Jap. str.	—		PACIFIC MAIL S. CO.	On 9th Aug., at 5 P.M.
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TIENTHIN	Brit. str.	—		PACIFIC MAIL S. CO.	On or about 21st inst.
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ANPING MARU	Jap. str.	—		PACIFIC MAIL S. CO.	On 18th inst., at 4 P.M.
TELEMACHUS	Brit. str.	—		PACIFIC MAIL S. CO.	On 17th inst., at Noon.
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TAIWAN	Brit. str.	—		PACIFIC MAIL S. CO.	
DIAMANTE	Brit. str.	—		PACIFIC MAIL S. CO.	
SUNGKIAN	Brit. str.	—		PACIFIC MAIL S. CO.	
KAFONG	Brit. str.	—		PACIFIC MAIL S. CO.	
HANOI	Brit. str.	—		PACIFIC MAIL S. CO.	

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THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES, CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
TWIN SCREW STEAMSHIPS—6,000 Tons—10,000 Horse-Power—Speed 18 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
"EMPEROR OF JAPAN," Comdr. G. A. Lee, B.N.E. WEDNESDAY, 18th July, 1900.
"EMPEROR OF CHINA," Comdr. R. Archibald, B.N.E. WEDNESDAY, 8th Aug., 1900.
"EMPEROR OF INDIA," Comdr. O. P. Marshall, B.N.E. WEDNESDAY, 29th Aug., 1900.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALatial IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive feature of this Company's route is its PALatial STEAMSHIPS (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for some of recent Chicago World's Exposition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

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(FREIGHT SERVICE.)
(Taking Cargo at through routes to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA, and BALTO PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

WITTENBERG HAVRE and HAMBURG On 16th July Freight.

with Boxers and Manchu troops at first, which caused a panic amongst the Princes, Dukes, Nobles and members of the Imperial clan and other Banners, who were afraid that they also would be plundered as soon as the Boxers got beyond control, and so by diplomacy they managed to clear both cities of their dangerous friends, closed the gates and placed strong guards of Banner men, to prevent further ingress of outsiders. The Tartar city gates are now only opened a couple of hours a day to enable residents to purchase things from the other cities. To show how popular the Boxers are with the Manchus, in front of the Palace of each Prince, Duke and Noble there are Boxer altars, or recruiting places.

"On the 16th of June, Jung Lu, who had always advocated the suppression of the Boxers, having received despatches from the Viceroy and Governor south of the Yellow River urging the same step, thought to back up his policy by quoting the provincial despatches at the Grand Council that morning. A great clamour at once rose amongst the other Grand Councillors headed by Prince Tuan and Kang Yi, who denounced Jung Lu as a traitor and literally overwhelmed him by their numbers. Finally, in spite of the endeavours of the Empress Dowager to restore order, Prince Tuan and Kang Yi cried out that they would take all the responsibility of the war against foreigners, and rushed out of the Grand Council Chamber, all decorum and etiquette being thrown to the winds. The Empress Dowager left the Council Chamber in despair and has not been heard of since, nor the Emperor. They are said to be under restraint of Prince Tuan's men in the Palace. When this was known to the French and Police officials they raised the cry of "Up with the Ta Sung dynasty and down with the foreigners!" which was taken up by the populace in the Tartar city. An hour afterwards began the reign of Prince Tuan and his clique. We fear greatly for the safety of our beloved Emperor."

THE INDIAN TROOPS FOR CHINA.
The following details about the Indian troops coming north are published in the Rangoon papers:—

Sims, 25th June.

It has been settled to increase the China Force to two Brigades of with four battalions each. The Divisional troops will be one Regiment of Native Cavalry, one Regiment of Pioneers, three Companies of Sappers, one Field Battery and also two Battalions of Infantry for the lines of communication. The Brigadiers will be General Norman Stewart and O'M. Creagh. General Barrow becomes Chief of the Staff.

Major-General Gaselee and Staff sail from Calcutta in the *Zebulon* on 2nd July.

The revised sailing dates for the China Force is as follow: 7th Bengal Infantry on 25th and 28th June; 12th Battery and Ammunition Column 1st July; 24th Punjabis Infantry 2nd July; 1st Bengal Lancers 3rd and 4th July; 1st Sikhs 4th July; 22nd Bombay Infantry 5th July; 1st Madras Pioneers 7th July; No. 3 Company Madras Sappers 11th July; Details 13th July.

The postal arrangements for the Force will be made by the Indian Post Office, Mr. W. T. Van Someren going as Chief Superintendent and Mr. A. B. Thomson as Superintendent. A third Postal official will also be sent, that arrangements including Base Post office and twelve Field Post Offices with sixty or seventy clerks, sorters and postmasters.

The following additional corps have been ordered to mobilize for service in China: The 20th and 13th Bombay Infantry, 2nd Bengal Infantry, 4th Sikhs, 1st Gurkhas, 3rd Madras Infantry, No. 4 Co. Bengal Sappers, No. 2 Co. Bombay Sappers.

Capt. Hasleton, C.V.D., Madras, accompanies the China Force.

Later.

It is now probable that yet more Cavalry and some Horse Artillery may be detailed for the China Force.

Two Punjabis Corps of one thousand men each are being raised to go with the Force. Commander Elderley, Royal Indian Marine, goes to China as Transport Officer. Second-Lieut. Garstin, R.E., accompanies No. 3 Co. Madras Sappers. Major J. Burton and Lieut. Fenton, I.M.S., are detailed to go with the Native Field Hospital.

Calcutta, 25th June.

The first batch of the China Expeditionary Force left to-day, a half of the 7th Rajputas embarking on the *Nerbuda*. General Leach inspected the men before embarkation and spoke a few words of encouragement.

The total force for China will consist approximately of 150 British officers and 235 Warrant and Non-Commissioned officers and men, also 160 Native officers and 4,185 Non-Commissioned officers and men. About 8,700 native followers, 40 chargers, and 640 other horses with 210 ponies and over 700 mules are accompanying the troops. These will obtain all privileges and concessions of field service from date of embarkation until their return.

On Saturday 120 transport mules arrived from Lucknow by special train; to-day 500 more from Rawalpindi. It has been arranged that each transport will embark a portion of the horses, mules, Hospital Corps, Ammunition column, Ordnance Park and followers, so that each transport will have on board military unit and will to a certain extent be complete in itself and not be dependent on any other transport in the case of breakdown or mishap during the voyage.

Sims, 26th June.

The 2nd Bengal Infantry will be relieved by the 4th Sikhs from Mooltan, the 30th Punjab Infantry from Jullundur replacing the 45th Sikhs at Mooltan. The 2nd Bengal Infantry on relief will sail to Agra where their furlough men will rejoin and the mobilisation be completed before the regiment embarks for China. The 14th Sikhs at Nowshera will not be replaced at present.

Calcutta, 26th June.

Mr. Edwin Collier has sent the following reply to the offer of the Anglo-Indian Association to raise a corps of 500 volunteers for service in China: Much obliged for your telegram. I fear there is absolutely no chance of employment as you suggest.

Sims, 26th June.

Owing to the increase which has been made in the China Force, it has now been settled that some of the regiments will be despatched via Bombay. Those selected to embark at that port are the 26th Bombay Infantry, 2nd Bengal Infantry, 4th Gurkhas, 30th Bombay Infantry and 2nd Bombay Sappers.

The 26th Bombay Infantry will be relieved at Quetta by the 3rd Bombay Infantry from Poona and the 30th Bombay Infantry at Chaman will be relieved by the 19th from Hyderabad.

The coolie corps will sail from Karachi. No. 4 Company, Bengal Sappers, and all the Artillery and Cavalry as well as all the transport animals will sail from Calcutta in order to save the cattle from the ill effects of the first blast of monsoon on the west coast.

Sims, 27th June.

I understand that the additional Cavalry and Artillery, which are being held in readiness in India, for despatch to China, are unlikely to be shipped until the monsoon moderates.

CORESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE DEFENCE OF CANTON.

TO THE EDITOR OF "THE DAILY PRESS."

Canton, 11th July.

Alahabad, 27th June.
In all probability several more cooly corps will be raised in India for General Gaselee, large numbers are obtained in the Straits. The two corps now being raised in the Punjab will start from Karachi, where shipping is being taken up.

Sims, 27th June.

The following further appointments to the C. na Force have been sanctioned:—1st Infantry Brigade Staff: Captain Harrison Crawford, 7th Bombay Infantry, D. A. Q. M. G. and Captain Adye, 6th Infantry, Hyderabadi Contingent, Assistant Brigade Commissariat and Transport Officer.

2nd Infantry Brigade Staff: Captain Stewart, 2-5 Gurkhas, D. A. G., Captain Brooking, 21st Madras Pioneers, D. A. Q. M. G., Captain Gaikwad, 25th Punjab Infantry, Brigade Signalling Officer, and Lieutenant Nightingale, 2-5 Gurkhas, Assistant Brigade Commissariat and Transport Officer.

Line of Communications: Colonel L. R. H. D. Campbell, I.S.C., Base Commandant.

Calcutta, 27th June.

General Gaselee is excepted to arrive in Calcutta to-morrow and will be the guest of Brigadier General Leach.

THE GERMAN TROOPS.

The *Ostasiatische Lloyd* says:—From a telegram dated Wilhelmshaven, 4th July, we learn that besides two battalions marines and one battery field artillery (2,300 men) the large new cruiser *Friedrich der Grosse* (10,650 tons, 570 men, 26 quick-firing guns and 14 Maximins) and the training ship *Moltke* (2,850 tons) have already left for China. One division armoured battle ships (4 ironclads and 1 cruiser) and also one division infantry (about 20,000 men) will follow.

THE UNITED STATES REINFORCEMENTS.

The troops under orders of the U. S. War Department to proceed to China, the 4th and 18th and the two battalions of the 14th Infantry are in the Philippines, as is the 5th Artillery, the 1st, 6th and 9th Cavalry, and the 5th, 7th, 10th, and 15th Infantry are in the States. It is reported in military circles in Manila that General Adna R. Chaffee is coming from the States to take command of the U. S. forces in China.

VICTORIA RECREATION CLUB.

ANNUAL GENERAL MEETING.

The annual general meeting in connection with the Victoria Recreation Club was held in the Gymnasium last night. Mr. E. D. Sanders presiding in the absence of Commander Hastings.

The CHAIRMAN said the accounts had been in their hands for some considerable time, and he would accordingly follow the usual course and take them as read. They would find that as compared with last year the reserve fund had been considerably added to, and altogether the club was in a most satisfactory financial position. At previous meetings remarks had been made by the chairman on the subject of obtaining a new site for the club. This was the first annual general meeting at which the Chairman had had the opportunity of informing the members that such a site had been obtained. (Applause.) He did not know whether they knew the site which had been obtained but it was an extension of the present Murray Pier. (Hear, hear.) The Admiralty had consented to reclaim a distance of some 250 feet, and to give the club the reclaimed portion, which would be 50 feet wide. (Hear, hear.) He thought they would all feel very grateful to hear of such a very satisfactory result to all their trouble. Owing to the fact that the reclamation was it was particularly necessary to close the club as far as boating and swimming were concerned. Consequently permission had been obtained from the Colonial Secretary to erect a mast-head at Kowloon between the Brickell Works, and the Torpedo Depot. Permission was also obtained from the Commodore to erect a pier in front of it. They had no lease of the place. They were simply temporarily there, and they could not count on being there more than a very short time. At the same time the Admiralty had promised them that they would do all they could for them; it was not their intention to be in any way mean therefore; that until they actually required the site for some purpose they would permit the club to remain there. Of course going over to Kowloon would cost members a good deal of inconvenience and the Ferry Company to obtain tickets at reduced fares. The Company had practically consented to his suggestion, and no doubt in a very short time members would be able to obtain tickets at reduced rates. He might say that, with reference to the negotiations as to the new site, the thanks of the club were particularly due to His Excellency the Governor (the President of the Club), Admiral Holland, the Commodore, and Captain Hastings. (Hear, hear.) It was only last week that they had a letter from Captain Hastings saying that he had gone to interview the people at Canton who were directly interested in the naval reclamation, and he was quite surprised at a suggestion which they put forward, and which was that they were not only going to reclaim for the club but were also prepared to give the money to erect a similar building to the present one. (Hear, hear.) He did not think they would care to put up a building similar to that. They would probably want a more pretentious one. Of course it would be necessary to raise funds by some means or other, but that would be in the future—in the course of the three or four years, for he did not think the site would be ready for at least three years. Therefore all they could do at present was to call as much money as they could to their reserve fund so as to be in a position to erect a suitable building when the opportunity arose. In conclusion he proposed the adoption of the report.

Mr. Ellis seconded and the motion was carried.

The CHAIRMAN said the next business was to elect a chairman, and he did not think they could do better than elect Captain Hastings, who had done so much for the club. He proposed Captain Hastings.

This was seconded and carried.

The CHAIRMAN said Mr. Macmillan, who had been secretary for the last two years, was seriously ill and unable to act. He was sure they all wished him a rapid recovery. He had pleasure in proposing Mr. T. Yule as secretary.

Mr. F. W. White seconded and the motion was carried.

Mr. W. Hutton Potts was re-elected treasurer.

The committee and balloting committee were then elected, and the proceedings terminated.

The committees were elected as follows:

COMMITTEE: Messrs. W. Armstrong, W. S. Bailey, G. A. Caldwell, M. A. A. Souza, A. Denison, E. D. Sanders, E. M. Hazland, F. Lamont, A. A. Alves.

BALOTTING COMMITTEE: Messrs. E. J. M. M. G. M. Smart, W. A. St. John, J. Reidie, R. J. H. Bentley, R. Henderson, F. Loureiro, W. Watson, A. McKirky, L. Brett.

CORESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE DEFENCE OF CANTON.

TO THE EDITOR OF "THE DAILY PRESS."

Steamers to serve as feeders to the main line. Here, for reasons already referred to, the British steamers on the Canton-Wuchow line ran practically empty, and the trade they might carry they are not allowed to touch. This inconvenience will be still more felt when Nanjing is opened, the volume of trade with that place being probably insufficient to allow the even or eight important trading marts en route to be excluded.

NANNING.

Nanning though by Imperial Decree declared a treaty port in February 1899, is, however, not yet open, the necessary arrangements not having yet been completed. Whether any genuine British merchant other than the ship-owner will derive any direct advantage from the opening of that place to trade may well be doubted. His natural market is Hongkong, and he has no inducement to establish himself in the interior, seeing that in nine cases out of ten he has no real pecuniary interest in either import or export cargo right to or from its destination or place of origin in China. The actual volume of trade with Hongkong is not likely to be increased to any great extent, the only difference being that a certain proportion of duties now paid at Wuchow will be levied at Nanning. The greatest improvement will probably be in the import trade with Canton, which will be covered by the payment of one duty and a half to the Foreign Customs. For most commodities this will amount to less than the present *lekin* rates, and it may be assumed that the Chinese will not be slow to take advantage of this fact, the necessary corollary being the establishment of a further number of quasi-foreign houses under the protection of the Consulate and Customs. But should a British merchant wish to send his goods inland under transit pass, it will be necessary for him to have an agent at Nanning, for it is, perhaps, not generally known that the carriage in the same vessel of transit certified goods or produce destined for or coming from places above or below a treaty port, is not permitted. In other words certified goods may not be carried by steamers between treaty ports although such goods may be destined for some place inland beyond the last treaty port. The goods, if sent by steamer, must be re-exported under exemption certificate to the last treaty port en route and there take off their covering transit pass, thus necessitating the owner of the goods having a responsible agent there to pay the transit dues.

In the island every human being—man woman, or child—was either a practitioner of the art of Obi, or one who firmly believed in its power and dreaded it. One ruffian in particular had attained special eminence and his frown was as fatal as the crown of Robespierre to the days of the Convention. At last he was convicted of having killed a child and mankind's poor little remains into one of the potions by which he was supposed to work his wonders. It was more than suspected that this was but one of several similar murders he had committed; and it was clearly necessary to make an example. Sir William des Voeux decided, of course, that the capital sentence should be carried out.

"But he had two difficulties. First, his superior officer at the time was Sir John Pope Hennessy, a brilliant, somewhat erratic superior officer, who was, among other things, so opposed to capital punishment that he refused in nearly every case—if not in every case—to sign a death warrant. "I hanged my man first," said Sir William; "then sent in my report." But an even more extraordinary thing was the feeling among the natives. Two thousand of them, all profoundly attached to their beneficent and fearless ruler, remained outside his house during the entire night which preceded the execution. They were there, as an English crowd might be, when there was an alarm of earthquake or a destructive meteor, waiting to see the convolution of nature, which must accompany the passing away of so terrible and so powerful a personage as the Hoodoo man. These are the stern emergencies which our great colonial rulers have to meet among the varied populations which are under our world-wide rule."

INLAND WATER NAVIGATION.

The promised local rules and tariff for inland water navigation have not yet been published. An attempt was made to carry out the provisions of Clauses 8 and 9 of the Supplementary Rules for Inland Water Navigation by drawing up the necessary local regulations; but when these were submitted to the governor of the province he promptly vetoed the whole, superimposed the official responsible for them, and appointed in his place the head, *lekin*, official of Wuchow, with instructions to draft a fresh set of rules. The objections of the General *lekin* Board, to whom in the first instance these draft rules had been referred for consideration, showed that it might have been expected an utter inability to grasp the requirements of the situation, but the rules themselves were by no means satisfactory from the point of view of the British merchant, and had they been carried into effect no advantage could or would have been taken under them by him of the Inland Water Concession.

Towards the end of the year the Commissioners of Customs for the three West River ports—Canton, Sanshui, and Wuchow—met at Canton to consider the revision of the West River rules and the shipping companies interested being also represented. On account of the Hongkong trade it was regarded as impossible to place the whole river on the footing of inland waters, and the alteration recommended were consequently of such limited scope as to be of little practical value. To put steam navigation on the West River on a proper footing Hongkong at the mouth of the river on the Hongkong line should be made a treaty port, and every riverside town or trading-place between the three or four years, for he did not think the site would be ready for at least three years. Therefore all they could do at present was to call as much money as they could to their reserve fund so as to be in a position to erect a suitable building when the opportunity arose. In conclusion he proposed the adoption of the report.

Mr. H. H. Jackson gave his opinion that

the Hongkong government should be asked to

allow the Hongkong authorities to make

such alterations as were necessary to facilitate

steam navigation on the West River.

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NEW ADVERTISEMENTS

WANTED.

A YOUNG MAN as ASSISTANT in a LOCAL FIRM. Apply by Letter, stating Age, Qualification and Salary required.

"Q. Z." Care of this Paper.
Hongkong, 13th July, 1900. [1965]

WANTED: good CHINSE CLERK. Salary \$25 to \$30 per month. Apply—

MANAGER. Telephone Co.
Hongkong, 13th July, 1900. [1966]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-MORROW (SATURDAY), the 14th July, at 11.30 A.M. at his Sales Rooms, 13, Beaconsfield Arcade (ON ACCOUNT OF THE CONCERNED).

20 Cases PILSENER BEER in good condition.

COOKING STOVES (New).
A SECOND-HAND SCALE.
MANILA ROPE, New, 4", 5", 5½" and 6"
and SUNDEIES.

JOHN ANDREW,
Auctioneer.
Hongkong, 13th July, 1900. [1971]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

A N' INTERIM DIVIDEND of Three Dollars per Share for the Six months ended the 30th June, 1900, being at the rate of Twelve per cent. per annum, will be payable on the 31st inst., on which date Dividend Warrants may be obtained on application at the Company's Office, No. 5, QUEEN'S ROAD CENTRAL.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th to the 31st instant, both days inclusive.

By Order of the Board of Directors.

A. SHELTON HOOVER,
Secretary.
Hongkong, 13th July, 1900. [1970]

THE WEST POINT BUILDING COMPANY, LIMITED.

A N' INTERIM DIVIDEND of One Dollar and Fifty Cents per Share for Six months, ending 30th June, 1900, will be payable on the 31st inst., on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th to the 31st instant, both days inclusive.

By Order of the Board of Directors.

A. SHELTON HOOVER,
Secretary to the Hongkong Land
Investment & Co., Ltd.
General Agents West Point Building
Company, Ltd.
Hongkong, 13th July, 1900. [1969]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"LIGHTNING,"

Having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 p.m. of the 16th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.

Hongkong, 12th July, 1900. [1968]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBROUGH, ANTWERP, LONDON, PORT SAID AND SINGAPORE.

THE Company's Steamship

"SHINANO MARU,"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 19th instant will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 22nd instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 12th July, 1900. [1967]

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain—

Leading Articles:—

A Forty Years Old Parallel.

Affairs in North China.

The Trade of Wu-chow.

Peking Affairs and the Intelligence Department.

Non-Resident Chinese and the Bankruptcy Law.

Legislative Council.

Supreme Court.

The Crisis in China.

The Crisis: The Week's Telegrams.

Consular Reports.

The Wreck of the Oregon.

Hongkong Electric Light Co.

Canton.

Swatow.

Macao.

Manila.

Correspondence.

Hongkong Rifle Association.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 13th July, 1900.

NEW ADVERTISEMENTS

TO LET.

NOS. 134 and 136, QUEEN'S ROAD EAST, now in the occupation of the Royal Naval Seaman's Club.

Apply to— LINSTEAD & DAVIS.

Hongkong, 13th July, 1900. [1964]

FOR SHANGHAI.

"LYEEMOON." Captain G. Henemann, will be despatched for the above port on MONDAY, the 16th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO.

Hongkong, 13th July, 1900. [1963]

READY ON MONDAY NEXT.

MOUNTINGS OF THE NAVAL GUNS

and their subsequent use with the LADYSMITH RELIEF

COLUMN."

Being a Lecture by CAPTAIN PERCY SCOTT,

R.N., C.B.,

and CAPTAIN A. H. LIMPUS, R.N.

(of H.M.S. Terrible).

The book is printed on art paper, within covers, and is ILLUSTRATED with SIX COLOURED MAPS and EIGHT SKETCHES made from Photographs supplied by Captain Scott.

PRICE:— With Illustrations \$1.
Bound in Cloth (to order) \$1.50

Hongkong, 13th July, 1900. [1750]

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CHAMPAGNE, 1893 WHITE SEAL

\$20.00 per case of 1 dozen quarts

\$40.00 per case of 2 dozen flints.

E. D. KEESMANN & CO.'S

RED AND WHITE

BORDEAUX WINES.

C. G. HIBBERT AND CO.'S

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Hongkong, 5th May, 1899. [40]

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Ship only the Finest Quality

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LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 17th May, 1899. [1521]

FOR SALE:

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Hongkong, 24th October, 1899. [2677]

NOTICE OF REMOVAL.

THE Office of the

HONGKONG DAILY PRESS,

CHUNG NGOI SAN PO,

CHRONICLE & DIRECTORY.

have this day been Removed to

9, PRAYA CENTRAL

Entrances East Lane, recently Mesra.

Wendt & Co.'s Offices, behind Messrs. Shawen & Sons' premises.

Hongkong 1st May, 1900. [1521]

W. B. LEWIS & CO.

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Almanac—each Mail—Single Copies 25

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Black and Brown Gentlemen's Boots and Shoes.

Patent Leather Court and Evening Shoes.

LADIES' SUPERIOR WALKING SHOES.

Tennis Rackets—Forresters and Sons (the best make). Ayers and Forresters' Tennis Balls.

BY NEXT ENGLISH MAIL.

Marie Corelli's New Book "Ecy" 8.50

23 & 25, Queen's Road, Hongkong. [31]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable pro-

visions for Cold Storage at EAST POINT at Moderate Rates.

Telephone, 232.

H. F. CARMICHAEL,

J. J. BARLOW.

Hongkong, 1st June, 1899. [1637]

SOLE AGENTS.

MITSUBI BUSSAN KAISHA.

M. FUJISE, Manager.

Hongkong, 19th August, 1899. [27]

PUBLIC COMPANIES.

HONGKONG & INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting

of the Board of Directors of the above

</div

VESSELS ON THE BERTH

Occidental and Oriental Steamship Company.

Taking cargo and passengers to Japan, the United States, Mexico, Central and South America, and Europe via the overland railways and Atlantic and other connecting steamers.

Via Inland Sea of Japan and Honolulu.

Proposed sailings from Hongkong.

Gaelic (via Amoy, Shanghai, Nagasaki, Kobe, In.) Saturday, July 14, land sea, Yokohama at daylight.

Doric (via Shanghai, Nagasaki, Kobe, In.) Tuesday, Aug. 7, land sea, Yokohama at noon.

Corio (via Shanghai, Nagasaki, Kobe, In.) Saturday, Sept. 1, land sea, Yokohama at noon.

The Company's Steamship "Gaelic" will be despatched as above on THURSDAY the 16th inst., at noon.

For freight or passage apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th July, 1900. [1938]

The Peninsular and Oriental Steam Navigation Company.

Steam for Straits, Ceylon, Australia, India, Aden, Egypt, Mediterranean ports.

Plymouth and London.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental and American ports.

The Company's Steamship.

"VALETTA"

Captain F. N. Tillard, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 21st July, 1900, at noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Calcutta into a steamer proceeding direct to Mauritius and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 9th July, 1900.

TOYO KISEN KAISHA.

To San Francisco via Inland Sea of Japan and Honolulu.

Proposed sailings from Hongkong.

Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Saturday, July 21, 1900, at noon.

Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Thursday, Aug. 16, 1900, at noon.

America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Tuesday, Sept. 11, 1900, at noon.

The Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 21st July, 1900, at noon, taking freight and passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 6th July, 1900. [4]

U.S. MAIL LINE.

Pacific Mail Steamship Company.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Tuesday, July 31, at noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Saturday, Aug. 25, at noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Tuesday, Sept. 18, at noon.

The Company's Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 31st July, at noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE; and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding through ORDERS TO CITIES in the United States have the choice of San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 4th July, 1900. [15]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship.

"STENTOR,"

Captain Jackson, will be despatched as above on TUESDAY, the 24th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th June, 1900. [1758]

"ACARA."

will be despatched for the above port on SATURDAY, the 23rd instant.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 10th June, 1900. [1938]

The Company's Steamship.

"PAKHORN."

will be despatched as above on THURSDAY, the 25th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th July, 1900. [1938]

The Company's Steamship.

"CARLOWITZ & CO."

will be despatched for the above port on SATURDAY, the 27th instant.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 12th July, 1900. [1938]

The Company's Steamship.

"ALBENGA."

Capt. Peterson, will be despatched for the above port on or about 4th August.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 12th July, 1900. [1938]

The Company's Steamship.

"TAKLÉONG."

Gornan str. 828, Ahrons, July 11.

Meyer & Co.

Takléong, Gornan str. 828, Ahrons, July 11.

Bradley & Co.

Takléong, Gornan str. 828, Ahrons, July 11.

Meyer & Co.

Takléong, Gornan str. 828, Ahrons, July 11.

Bradley & Co.

Takléong, Gornan str. 828, Ahrons, July 11.

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Meyer & Co.

Takléong, Gornan str. 828, Ahrons, July 11.

Meyer & Co.

POST OFFICE NOTICES.

The *Amoy*, with the French Mail of the 15th June, left *Singapore* on Thursday, the 19th instant, at 5 a.m., and may be expected here or about *Sunday*, the 15th instant. This Packet brings replies to letters despatched from Hongkong on the 12th inst.

The *China*, with the American Mail, dated San Francisco, 22nd June, left Yokohama on Thursday, the 12th instant, at daylight, and may be expected here or about Thursday, the 19th instant.

MAILS WILL CLOSE.

FOR PER DAY AND HOUR.

Swatow, Amoy and Foochow	Friday, 13th, 10.00 A.M.
Yokohama and Kobe	Friday, 13th, 11.00 A.M.
Samaratang and Sourabaya	Friday, 13th, 11.00 A.M.
Swatow and Amoy	Friday, 13th, 3.00 P.M.
Singapore	Friday, 13th, 3.00 P.M.
Amoy	Friday, 13th, 4.00 P.M.
AMOY, SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Registration, 4.00 P.M. (Registration, with late fee of 10 cents, up to 4.45 P.M.) Letters, 5.00 P.M.
Europe, &c., India via Tucicorin	Registration, 9.00 A.M. (Late Letters 0.10 to 0.30 P.M. Extra Postage 10 cents)
Manila, Brisbane, Sydney, and Melbourne	Circulars, 9.00 A.M.
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Papers, 11.30 A.M. (Registration, with late fee of 10 cents, up to 11.45 A.M.) Letters, NOON.
Chingtu	Monday, 16th, 3.00 P.M.
Taiwan	Monday, 16th, 3.00 P.M.
Samshui	Monday, 16th, 4.00 P.M.
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Wednesday, 18th, Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters, 11.00 A.M.
Empress of Japan	Thurs., 19th, 11.00 A.M. Saturday, 21st, Circulars, 8.00 A.M. Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Papers, 10.30 A.M. Letters, 11.00 A.M.
Pakhoi	
Sungkang	
Valella	

TO-MORROW.

Sale, Sundries, 13, Beaconsfield Arcade, Mr. John Andrew, 11.30 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 12th July.

EXCHANGE.

ON LONDON.— Telegraphic Transfer 1/12 Bank Bills, on demand 1/12 Bank Bills, at 30 days' sight 2/0 Bank Bills, at 4 months' sight 2/0 Credit, at 4 months' sight 2/0 Documentary Bills, 4 months' sight 2/0

ON PARIS.— Bank Bills, on demand 2/04 Credits, at 4 months' sight 2/05

ON GERMANY.— On demand 2/03

ON NEW YORK.— Bank Bills, on demand 481 Credits, 60 days' sight 493

ON BOMBAY.— Telegraphic Transfer 1494 Bank, on demand 1494

ON CALCUTTA.— Telegraphic Transfer 1494 Bank, on demand 1494

ON SHANGHAI.— Bank, at sight 71 Private, 30 days' sight 72

ON YOKOHAMA.— On demand 24 p.c.p.m.

ON MANILA.— On demand 24 p.c.p.m.

ON SINGAPORE.— On demand 4 p.c.p.m.

ON BATAVIA.— On demand 1194

ON HAIPHONG.— On demand 3 p.c.p.m.

ON SAIGON.— On demand 24 p.c.p.m.

ON BANGKOK.— On demand 24 p.c.p.m.

OPIUM.

Quotations are:— Allow no net to 1 cent.

Mulva New \$890 to \$890 per picul.

Mulva Old \$910 to \$920

Mulva Older \$930 to \$940

P. P. per wrapped \$870 to —

Persian fine quality \$910 to —

Persian extra fine \$950 to —

Patna New \$940 to — per chest.

Patna Old \$1040

Banaras New \$940

Banaras Old \$8—

VESSELS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Amara*, with the outward French Mail, left *Singapore* on Thursday, the 12th instant, at 5 a.m., and may be expected here on Sunday, the 15th inst.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of India* left *Nagasaki* on Monday, 2nd July, for Hongkong via usual ports of call.

The C. P. R. steamer *Empress of China* left *Vanouver* on Tuesday, the 3rd of July, for Hongkong, via usual ports of call.

THE AMERICAN MAIL.

The P. M. steamer *China*, with *Mails*, &c., from San Francisco to the 22nd ult., via Honolulu, has arrived at Yokohama, and left for this port on the 12th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Doric*, with *Mails*, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 30th ult.

The T. K. K. steamer *Nippon Maru*, with *Mails*, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 10th inst.

MECHANIC STEAMERS.

The N. Y. K. steamer *Milne Maru* (Bombay Line) left Singapore for this port on the 7th inst., and is expected to arrive here on the 13th inst.

The O. S. S. steamer *Oreder* left Singapore on the 12th inst., and is due in Hongkong on the 11th inst.

The O. S. S. steamer *Rheipe* left Singapore on the 12th inst., and is due in Hongkong on the 17th inst.

The N. P. steamer *Queen Adelaide* sailed from Tacoma for Japan and Hongkong on the 24th ult.

The Austria Lloyd's steamer *Trieste* left Moji for this port on 9th inst., at 4 a.m.

The C. & O. steamer *Carlisle City* left Port-land for Hongkong on the 28th June via ports of call.

YUBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO KAISHA.

(HOKKAIDO COLLEGE AND RAILWAY CO.)

CAPITAL ANNUAL OUT-

YEN 12,900,000 TONS.

PORTS OF EXPORT—

OTABU AND MURORAN.

TOKYO.

HUGHES & HOUGH AGENTS FOR HONGKONG.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS.

A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST.

IN GIVE IN THE HONGKONG WEEKLY PRESS.

WITH WHICH IS INCORPORATED THE CHINA OVERLAND TRADE REPORT.

SUBSCRIPTION, IF PAID IN ADVANCE, \$12 PER ANNUM.

POSTAGE TO ANY PART OF THE WORLD \$2.

SIE NTING.

SURGEON DENTIST.

NO. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

CONSULTATION FREE.

Hongkong, 23rd September, 1891.

[508]

JOINT STOCK SHARES.

HONGKONG, 12th July.

STOCKS. NO. OF SHARES. ISSUE VALVE. PAID UP. LAST DIVIDEND. CLOSING QUOTATION.

BANKS.

Hongkong and Shanghai Banking Corporation 80,000 \$125 \$125 30/- div. & 10/- bonus to 1/11/99 = \$23,354 for 2nd half year 1900

Bank of China & Japan, Ltd. 100,875 25 25 21 30/-

Do. Deferred 1,250 41 41 28 28 for 1890

National Bank of China, Ltd. 29,985 5 21 28,141/2 17/180 for 1890

Do. Founder's Shares 750 10 10 20/-

MARINE INSURANCES.

Union Ins. Society, Ltd. 10,000 \$250 \$50 30/- p. ct. = \$19 for 1898

China Traders Ins. Co., Ltd. 24,000 \$85.50 \$85.50 10/- p. ct. for year 1900 = \$9 for 1898

North China Ins. Co., Ltd. 5,000 \$100 \$100 10/- p. ct. for 1898

Yangtze Ins. Assocn., Ltd. 8,000 \$100 \$100 10/- p. ct. for 1897

Union Ins. Office, Ltd. 10,000 \$250 \$100 10/- p. ct. for 1898

Straits Insurance Co., Ltd. 30,000 \$100 \$100 10/- p. ct. for 1898

FIRE INSURANCES.

Hongkong Fire Ins. Co., Ltd. 8,000 \$250 \$50 27 for 1898

China Fire Ins. Co., Ltd. 24,000 \$100 \$100 10/- p. ct. for 1898

SHIPPING.

Hongkong, Canton and Macao S. C. Co., Ltd. 80,000 \$15 \$15 12/- per half year, ending 31/12/99

Indo-China S. N. Co., Ltd. 60,000 \$10 21 12/- per 2 p. c. for 1898

China & Manchurian S. C. Co., Ltd. 14,000 \$50 \$50 10/- per cent. for 1898

Douglas Steamship Co., Ltd. 20,000 \$50 \$50 12/- per cent. for year ending 30/6/99

China Mutual S. N. Co., Ltd. 20,000 \$10 21 10/- p. ct. for 1898

Do. Do. 20,000 \$10 21 10/- p. ct. for 1898

Star Ferry Co., Limited 10,000 \$10 \$10 10/- per cent. for 1898

Shell Transport & Trading Co., Limited 18,000 \$100 \$100 12/- per cent. for year ending 30/6/99

DOCKS, WHARVES, & REFINERIES.

China Sugar Refining Co., Limited 20,000 \$100 \$100 10/- per cent. for 1898

Luzon Sugar Refng. Co., Ltd. 7,000 \$100 \$100 \$10 for 1897

Mining.

Punjura Mining Co., Ltd. 40,000 \$8 85 85 None

Do. Preference 30,000 \$8 81 81 None

Societe Fran. des Charbonnages de Tonkin 16,000 \$250 Fa.250 85 None

Queens Mines, Limited 400,000 25cts. 25cts. None

Jejuo Mining and Trading Company, Ltd. 45,000 \$5 85 85 None

Raub Austrian Gold Mining Co., Limited 200,000 21 10/10 10/- p. ct. for 1898

Oliver's Freshard Mines, Limited 15,000 \$5 85 85 None

Great Eastern and Central Gold Mining Co., Ltd. 140,000 \$4 83 83 None

Do. Preference 70,000 \$1 81 81 None

Docks, Warehouses, & Co.

Hongkong and Whampoa Dock Co., Limited 12,500 \$125 \$125 12/- per cent. for 1898

Hongkong and Kowloon Dock Co., Ltd. 20,000 \$50 \$50 10/- per cent. for 1898